

## RAILROADS OFFER TO ERECT STATION IN FAR WEST END

Plans Drawn for \$2,000,000  
Structure on Hermitage  
Golf Club Site.

CHAMBER DIRECTORS  
PREFER BELT LINE

Vote 12 to 3 for Location at  
Broad Street and the Rose-  
neath Road.

ALL TRACKS OFF BROAD STREET

Byrd Street Station to Be Aban-  
doned, Petersburg Trains Going  
Into Main Street.

Plans for a \$2,000,000 passenger station for Richmond, to be erected by the Richmond, Fredericksburg and Potomac and Atlantic Coast Line Railroads in the western part of the city, will be laid before a conference of railway officials and representatives of the city this morning by Henry Walters, chairman of the board of directors of the Atlantic Coast Line Railroad. The Chamber of Commerce, at an executive meeting of its directors yesterday afternoon, went on record by a vote of 12 to 3 in favoring the erection of the proposed station at Broad Street and the Roseneath Road, facing directly on the Belt Line, rather than at the Hermitage Golf Club site, as proposed by the railroads. Both locations, it is stated, are owned by the railroad companies. Later last night the Retail Merchants' Association of Richmond endorsed the plan taken by the Chamber of Commerce.

WHITE DECLINES TO DISCUSS

TO-DAY'S MEETING

The greatest secrecy was maintained by the railroads as to the nature of the conference set for today. President William H. White, of the Richmond, Fredericksburg and Potomac Railroad, declining to be interviewed or to admit that he knew of such a meeting, Chairman Fuller, of the Council Committee on Streets, City Attorney Pollard, Business Manager W. T. Dabney and President William T. Dabney, of the Chamber of Commerce, and others have been invited to be present, however, to meet Mr. Walters, who is coming from New York for the purpose, and it is understood that several of the railroad presidents who are directors in the Richmond, Fredericksburg and Potomac will also be present. At the conference, when the question of site is to be thoroughly discussed.

According to Mr. Dabney, the plans for the station are already drawn, and the matter of selecting a site is the only obstacle that stands in the way of the erection of the new station by the two railroads.

With the opening of the large passenger depot, Byrd Street Station will be abandoned as a passenger station, and will be used as an excess freight station. The new passenger station, which will be one of the handsomest structures devoted to railroad purposes in the South, will be on the main line of the trains that now pass over the Belt Line tracks on their way from New Orleans, Atlanta, Florida and other Southern points.

REMOVE ELBA STATION

NORTH OF BROAD STREET

Not only the elimination of the Byrd Street Station, but the readjustment of the routes of almost all the trains that come and leave Richmond, would result when the new station is built. All through trains will stop at the big station on West Broad Street. All local trains of the Coast Line and Norfolk and Western Railway will go into the Main Street Station.

ELBA STATION WOULD BE REMOVED

FROM ITS PRESENT LOCATION

Elba Station would be removed from its present location and the tracks on Belvidere and Broad Streets will be taken up. A small station, replacing Elba, will be built on the north side of Broad Street, near Harrison, to take care of the local traffic of the Richmond, Fredericksburg and Potomac Railroad.

A special meeting of the board of directors of the Chamber of Commerce was called yesterday afternoon at 4 o'clock, ostensibly to hear a debate between City Attorney H. S. Pollard and Eppa Hunton, Jr., attorney for the Richmond, Fredericksburg and Potomac, concerning the policy of the city of Richmond and the policy of the railroad company, respectively, in the matter of extending Monument Avenue and other thoroughfares in the West End over the Belt Line tracks and, above all, which is to bear the cost.

NO NEW FACTS ARE

BRUGHT TO LIGHT

For more than three hours the two attorneys presented their cases before the chamber directors in the hope that they would go on record as favoring a definite policy. But no such policy was voted on. The arguments presented by both Mr. Pollard and Mr. Hunton have been thrashed out in the Council Committee on Streets and in the public press, and little that was new in regard to the stand taken by both sides was presented.

Mr. Pollard sketched the stand taken by the city. The city, he said, in his opinion, would not have to pay a cent for the proposed depressing of the tracks, as the city would insist on its rights, and the railroad company would be compelled to depress its tracks, in order to conform to the street grade order established by the Administrative Board. Condemnation proceedings would be instituted, the street extended, and all the cost must be borne by the railroad.

Mr. Hunton reiterated the stand taken by the railroad at the last meeting of the Board.

## Wilson Highly Elated Over Results of His Trip to Middle West

Returning to Washington  
Firm in Belief That  
People Are Back  
of Him.

ON BOARD PRESIDENT WILSON'S SPECIAL, INDIANAPOLIS, IND., February 3.—President Wilson was speeding back to Washington to-night, convinced that the people of the Middle West are with him on the issue of national defense, and are prepared to initiate Congress take speedy action. He finished his speaking tour in St. Louis to-day, and expressed the conviction that his mission had succeeded beyond his greatest hopes. He will arrive in Washington at 1 o'clock to-morrow afternoon.

President Wilson's advisers believe he has shown why he is considered immediate preparedness imperative, has won many converts to the movement, and has given new impetus to a discussion of the cause. From the sympathetic attitude of most of his audiences, from the enthusiasm his every appearance in public has evoked, from the huge crowds which have greeted him, they have drawn the conclusion that the people overwhelmingly support his plans—at least, in the Middle West.

The President's official family want him to start soon on another tour, but he has asked him to include their sections on his next tour. There have been added invitations from many public bodies, with Texas strongly asserting his claims. There is a feeling among some of his most intimate advisers that in choosing the scene for his next tour, the President should not only pay no greater compliment to his own political party than by going into its stronghold.

MINNEAPOLIS, ST. PAUL AND DENVER

have presented what they consider strong claims, and it is possible that if the President makes another presidential tour, he will include those cities and then swing south into Texas, possibly returning by way of New Orleans, Birmingham or Louisville, although nothing has been decided concerning this.

President Wilson goes back to Washington refreshed by the trip, not only in some thought he would be. The enthusiasm displayed wherever his itinerary has taken him and the through which flocked to hear him have been a tonic to his nerves. His physician said to-day his appetite is good and his rest has been unimpeded. The addresses delivered at the chief stopping places have been apparently as beneficial as his usual game of golf.

At least 100,000 persons, his advisers state, heard the President's chief speeches. Fully 50,000 more crowded about the rear platform of his car during his five-minute talks, and hardly fewer than 500,000 others have been banded on the sidewalks in various cities to watch him pass.

WANTS U. S. TO HAVE

GREATEST NAVY IN WORLD

President Wilson to-day told an audience of 5,000, which swayed with a tumult of cheering, that the United States should have the greatest navy in the world.

"I believe the navy of the United States should be unconquerable," he said, "the greatest in the world."

The President declared that submarine commanders abroad have instructions which, for the most part, conform with international law, but that the act of one commander might set the world afire, including America.

"I think the ocean there are hundreds of cargoes of American goods," he said, "cotton, grain and all the bountiful supplies America is sending out to the world—and any one of those cargoes, any one of those ships, may be the point of contact that will bring America into the war."

For the first time during the tour, the President told how one set of beligerents was cut off from the world. He said this kept the United States from helping them as it would like. He made the statement in trying to show that the United States was really neutral.

At the breakfast of the St. Louis Business Men's League the President declared here that he believed there would never be another war like the present, and that the war will hasten the time of general peace.

Governor Major, of Missouri, sat next to the President. The room was decorated with American flags. Enthusiastic applause greeted the President as he rose to speak.

When he spoke of his conviction that a tariff board should be created, the applause was enthusiastic. He then spoke of national defense.

PINDS WHAT HE SEEKS

IN THE MIDDLE WEST

The President opened his Coliseum speech with the statement that he had "come seeking something in the Middle West and found it." He said he had been told the Middle West was against preparedness, but did not believe it.

"I know the people of the Middle West were just as patriotic as the rest of the nation," he said.

"No man can lead America anywhere

## Germans Preparing for New Offensive

(Special Cable to The Times-Dispatch.)

LONDON, February 3.—Pro-ounced activity on the western front is accompanied by many reports from various sources that the Germans are preparing an offensive on a grand scale, perhaps another attempt to break through to Calais and Dunkirk.

Amsterdam reports that 3,000 new guns of various caliber have just arrived at the German front, and that for several days there has been a constant stream of troops passing through Belgium.

The French War Office has been informed that violent German attacks are imminent along the Yser. Large bodies of German troops are being brought up. They are extending and strengthening their elaborate system of trench fortifications along the entire front from Westende to Ypres.

It is believed in Paris that the capture of Newport is the immediate object of the offensive movement, but British troops are also preparing to resist an attack in the direction of Duinker.

## MOVING DAY ON APPAM WHEN PRISONERS LEAVE

Newspaper Man Evades Ban on Press  
and Inspects Captured Vessel.

GUARD IS BRUSHED ASIDE

West Africa Negroes, on Their  
"Farthest North" Journey, Furnish  
Merriment for Others on  
Board—Women Least Concerned.

NEWPORT NEWS, VA., February 3.—The German prize commander's ban against newspaper men boarding the former British liner Appam was evaded to-day by an Associated Press representative a few hours before all his British passengers and prisoners had been disembarked. As the ship lay at anchor off this port the correspondent got aboard and walked about the two upper decks for an hour chatting with members of the prize crew and their captives.

Access to the ship was gained by accompanying a tug bearing the masters of the vessel, one Englishman and four lascars, of the crew of the Clan McTavish, all suffering from several wounds, were removed to a local hospital for treatment. All the rest, with most of the passengers, were placed aboard river steamers for Norfolk.

An English union line was being held at her dock to take them to New York. The British government is caring for all passengers and crews of the captured freighters, and will send them on to England aboard the first available ship. The Elder-Dempster Co. will arrange for the return of the Appam's crew.

CONFERENCES LAST

WELL INTO THE NIGHT

The Appam, which had been at Old Point Comfort since she arrived in Virginia waters on Tuesday morning, moved up this morning early in the day and anchored near the shipbuilding plant. Her anchor hardly was on the bottom before small boats were alongside, and soon there began ashore conferences that lasted all day and well into the night.

Prince von Hatzfeldt, counselor of the German embassy at Washington, was on hand to assert the claims of the German government on behalf of the prize crew commander, Captain Gaunt, British master and a corps of vice-consuls, headed by Vice-Consul Kenworthy, in charge of the local British consular office, busied themselves with arrangements for getting their fellow-countrymen off the captured liner.

All of the officials were in frequent conversation with Collector Hamilton, who from the custom-house and on board the Appam enforced the orders from the United States Treasury Department governing the proceedings of both British and German officials. Immigration Inspector Morton handled immediate problems, but his task was not arduous, as the British government provided ample funds for all its subjects who might have been embarrassed by lack of funds.

It was a happy crowd that disembarked from the liner. There were all kinds of people, ranging from Sir Edwin Merewether, the English Governor of an African province, to black tribesmen with faces all and scarred by savage rites. There were British merchant skippers with their crews, whose ships were captured by the raider, twelve men the Germans had claimed were members of the British army or navy and a dozen women.

INTENDED TO RETAIN

SOME AS PRISONERS

Until the American government overruled him, Lieutenant Berg intended to retain as prisoners Captain Harrison and the entire crew of the Appam, holding that they resisted capture, and the twelve alleged members of an enemy's army forces.

Collector Hamilton's demand for the release of all passengers and English sailors on the Appam was made formally on instructions from Washington. The State Department had ruled that, even though the vessel might be a legal prize, Germany could not hold

(Continued on Third Page.)

## Alexander Hamilton Dies

Alexander Hamilton, vice-president and general counsel of the Atlantic Coast Line Railroad and former member of the Virginia Constitutional Convention, died at his home in Petersburg this morning at 3:20 o'clock.

(Continued on Second Page.)

## CLIMB OVER SHIP'S SIDE TO FREEDOM ON AMERICAN SOIL

More Than 400 British  
Passengers and Prisoners  
Leave Captured Liner.

COMMANDER AND CREW  
LEFT WITH THEIR PRIZE

Sharp Controversy Between  
Agents of Owners and British  
Embassy at Washington.

LATTER'S WISHES PREVAIL

None Left on Board to Support Claim  
That Germans Must Forfeit Vessel.

NEWPORT NEWS, VA., February 3.—Nineteen days of ceaseless vigil for the short-handed German prize crew aboard the former British liner Appam ended late to-night, when the last of more than 400 British passengers and prisoners climbed over the ship's side to freedom on American soil. And for the first time since Lieutenant Berg and his twenty-two men boarded the liner from the raider which captured her on the night of January 15, most of the prize crew slept peacefully with a few of their number on watch.

All British subjects and the naturalized American, G. A. Taffinford, departed, leaving the prize commander with the twenty Germans who had been prisoners on the Appam, including three women.

Captain Harrison and the Appam's British crew left their vessel only after three days' detention. A sharp controversy between agents of the owners, the Elder-Dempster Co., and the British embassy at Washington.

COMPANY WANTS MEN

TO REMAIN ON VESSEL

The company desired its men to remain on the liner to support the claim that the Germans forfeit their prize by remaining in neutral waters. But the embassy insisted that every one on the ship apart from such as permitted had been on the demand of the United States government.

Plans were changed every hour during the afternoon and evening, but the embassy's authority prevailed finally, and a special boat was provided to take the Appam's crew of 155 to Norfolk to await the sailing of a steamer for New York to-morrow night.

In the meantime, the 114 passengers and the 136 British seamen captured by the raider Dorga, or Moewe, had been transferred ashore by steamers. Five of the seamen, one Englishman and four lascars, of the crew of the Clan McTavish, all suffering from several wounds, were removed to a local hospital for treatment. All the rest, with most of the passengers, were placed aboard river steamers for Norfolk.

An English union line was being held at her dock to take them to New York. The British government is caring for all passengers and crews of the captured freighters, and will send them on to England aboard the first available ship. The Elder-Dempster Co. will arrange for the return of the Appam's crew.

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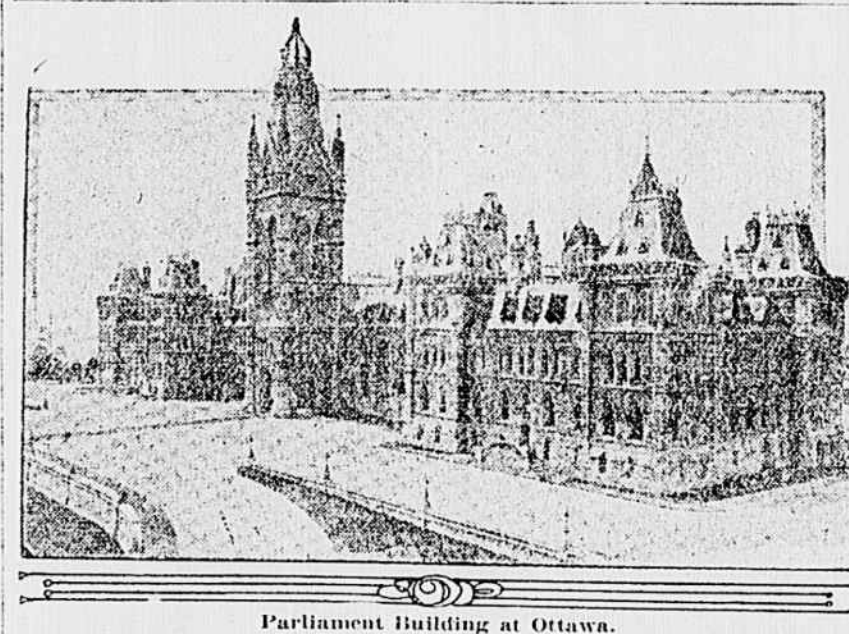
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(Continued on Second Page.)

## BIG PARLIAMENT BUILDING BURNS



Parliament Building at Ottawa.

## DISMISS RESOLUTION AS TO PREPAREDNESS

House of Delegates Fails to Indorse  
Stand Taken by President  
Wilson.

GORDON LEADS OPPOSITION

Republican Members, Solid for  
Preparedness, Vote to Dismiss  
Resolution, Preferring to Leave Wilson  
Administration Unhindered.

Following the longest debate that the present session of the General Assembly has developed, the House of Delegates yesterday, by a vote of 48 to 45, dismissed from the calendar the Leedy "preparedness" resolution, declaring thereby a hands-off policy in the national defense program that is now engaging the attention of the President of the United States.

In vain Colonel R. F. Leedy, of Page, commander of one of the three Virginia militia regiments, and a militiaman of fifteen years' standing, pleaded with the members to give their moral support to the administration's preparedness program, pointing out the folly of leaving the country's military and coast defense forces when all around her are powerful and envious neighbors whose armament and battle strength are a constant menace.

On the opposite side argued Delegate Gordon, of Louisa, patron of a resolution declaring it to be the sense of the people of Virginia that they are opposed to the increase of national taxation for the purpose of increasing the standing army, and that the normal growth of the navy under the Democratic administration is adequate for the country's needs.

MOSS WANTS PRESIDENT

LEFT UNHINDERED

A dozen members took the floor to voice sharply differing views on the big national issue. In the number, notably Delegate Moss, of Lynchburg, were those who believed that it was the part of wisdom to let Congress and the President work out the problem themselves without advice from the General Assembly of Virginia, whose knowledge of national and international affairs necessary to guide them might not be at their disposal.

When the debate had stretched through the whole morning, and was already three hours old, the issue was abruptly brought to a decision by a vote of 48 to 45. The Leedy resolution, thereupon, Delegate Moss offered a substitute for the Gordon resolution, declaring the Virginia Legislature's abiding faith in the wisdom and judgment of President Wilson and his belief that the great question now before the nation will be wisely and adequately met by him and his advisers.

The Moss resolution was killed by a vote of 58 to 14. Delegate Musgrave here moved that the Gordon anti-preparedness resolution be dismissed, and the motion was carried by a vote of 72 to 8. Only the Leedy resolution and a committee amendment were now before the body. Mr. Moss now offered his resolution, which was defeated a few minutes before, as a substitute for the whole, and again it was defeated.

LEEDY RESOLUTION FAILS

ON RECORDED VOTE

The House approved the committee amendment to the Leedy resolution recommending the enactment of a Federal law under which arms and instruments of public high schools and organized themselves into battalions for this purpose. With the adoption of the amendment, the vote came up now on the amended Leedy resolution, which indorsed the President's effort to secure a proper and adequate plan for the strengthening of the coast defenses, and upheld the militia reserve plan of Chairman James Hay, of the House Committee on Military Affairs.

Delegate Musgrave moved that the amended Leedy resolution be dismissed, and an aye and no vote showed its apparent defeat by a vote of 46 to 45. Opponents of the Leedy resolution, however, called for a recorded vote. This was taken, and the motion to dismiss was carried by the narrow vote of 48 to 45, the Republican minority voting in a body to strike the "preparedness" resolution from the calendar.

Republican Floor Leader Lowry ex-

(Continued on Fifth Page.)

## PEOPLE MAY CHOOSE MORALS COMMISSIONER

Informal Conferences Point to Probable  
Amendment of Prohibition  
Bill.

STRODE QUILTS COMMITTEE

Swaps Places With Senator Holt.  
Leaders Agree to Election by People  
After First Term, for Which  
General Assembly is to Elect.

Informal conferences between prohibition leaders, which followed yesterday as the aftermath of the public hearing on the Mapp bill Wednesday, resulted in the unofficial statement that the bill will be amended to provide that the Commissioner of Moral Welfare, after the first term, shall be elected by the people.

The Mapp bill, in its present form, provides for the election of the commissioner by the General Assembly every six years. In abandoning this plan in favor of election by the people, the prohibition forces would carry to its fullest application their statement, through Dr. Cannon, that it was their desire to make this officer near and responsible to the electorate.

Conferences between prohibition leaders of both houses were in progress all day. Chairman Mapp, of the Senate Committee on Moral and Social Welfare, before which both the prohibition bill is pending, said yesterday that the committee has as yet taken no definite action either on the proposed new amendment or upon the several other suggestions for changes.

EXPENSE OF PRIMARY HELD TO

PREVENT ELECTION THIS YEAR

The plan to elect the commissioner by the people, it was stated on good authority, appealed to most of the influential prohibition men in the two houses as preferable to election by the General Assembly. Only the expense involved in holding a special primary this year, it is understood, stands in the way of an amendment to the bill which would give to the people the election of the first Commissioner of Moral Welfare.

If the present tentative program with regard to the commissionership is carried out, the first commissioner will be elected by the present General Assembly for a term which will expire at the expiration of the term of Governor Stuart. Thereafter the commissioner will be chosen at the general election for a four-year term with the Governor, Lieutenant Governor, Attorney-General and other State officers.

Although the Senate Committee on Moral and Social Welfare held a lengthy session yesterday afternoon, it adjourned without incorporating any amendments in the Mapp bill. A number of the proposed changes were discussed—among them the amendment designed to allow the sale and distribution in the State of outside periodicals carrying liquor advertisements. It is understood that a majority of the committee are opposed to yielding to this demand.

MAY REQUIRE NEWSDEALERS

TO EXPIGATE PUBLICATIONS

If this provision is retained, newsdealers will be compelled to delete with a black rubber stamp or otherwise the champagne, wine and liquor advertisements that appear in large number in some of the nationally circulated humorous papers before placing them on sale on newsstands. The periodicals, after they have been expurgated according to law, will present the general appearance of a Socialist paper after it has been released by the Russian censor.

A significant development was the announcement yesterday by the Senate Steering Committee that Senator Strode had resigned from the Senate Committee on Moral and Social Welfare and had been assigned to the Committee on Public Institutions and Education. His place on the Moral Committee was taken by Senator Holt, of Newport News, who retires from the Public Institutions Committee.

Senator Strode, explaining his resignation, said that he was actuated only by a desire to renew his affiliation with the Committee on Public Institutions and Education, of which he was a member during a former term in the Senate. The two Senators merely exchanged places.

HOLT SUCCEEDS STRODE

ON MORALS COMMITTEE

Senator Holt was the leader of the "wet" faction in the Senate of 1914, and his assignment to the Committee on

(Continued on Fifth Page.)

## GREAT GOTHIC PILE AT OTTAWA IS PREY OF INCENDIARY FIRE

Flames Spread So Rapidly  
That Escape Almost  
Is Cut Off.

TWO GUESTS OF WIFE  
OF SPEAKER LOSE LIVES

Several Policemen and Firemen  
Buried by Collapse of One  
End of Structure.

TWO HOUSE MEMBERS MISSING

Many of Them Stifling With Smoke,  
Forced to Leap From Windows  
Into Life Nets.

OTTAWA, ONT., February 3.—The historic Canadian Parliament Building was destroyed last night by a fire, declared unofficially to have been caused by the explosion of a gas lamp or an infernal machine. Two women, guests of the wife of Speaker Seavigny, were overcome by smoke and perished. Several policemen and firemen were buried under debris when one end of the building collapsed. The number of persons taken to hospitals has not been determined early this morning. Frederick F. Pardee, chief Liberal whip, and William S. Loggie, a member of Parliament from New Brunswick, are missing, and it is feared they have lost their lives.

Two dominion policemen and two House of Commons attendants are declared to have been killed when the roof fell.

The main tower fell at 11:30 o'clock. It was believed at that time there was still hope of saving the library. According to reports, the first burst of flames, in the reading-room, was followed by at least one explosion, and probably two. The flames spread so rapidly that the Ottawa fire brigade was utterly helpless. Aid was sent from Montreal on a special train.

CONTENTS OF BUILDING

OF INESTIMABLE VALUE

The loss cannot be estimated in money. The building was valued at about \$5,000,000, but the contents are of inestimable value. There was no insurance.

At midnight the Commons and Senate chamber had been destroyed, and as the great clock boomed out the hour, flames were sweeping up the magnificent tower and licking their way towards the clock.

The fire in the great \$5,000,000 structure, the finest Gothic pile in North America, was discovered at 8:50 o'clock. It broke forth in innumerable places. Half an hour later a tremendous explosion shattered the right wing of the building.

The flames burst forth with the suddenness of a lightning stroke. Strangling human smoke accompanied them. The Ottawa fire department and the special fire squad assigned to Parliament worked like madmen, but the water seemed to feed the flames.

The fire started on the north side of the Commons. Frank Glass, member of Middlesex, discovered the flames. He gave immediate alarm, but even he, nearest the door, had difficulty in escaping.

The two women who perished were

Madame Bray and Madame Dussault.

The loss so far is estimated at \$10,000,000.

WOMEN BECOME LOST

IN SMOKE-FILLED CORRIDORS

Madame Bray and Madame Dussault became lost in the smoke-filled corridors. Firemen found them on a narrow stairway, clasped in each other's arms. The exact number of persons missing is unknown.

No sooner had the alarm sounded than General Sam Hughes took charge of the situation. The Seventy-seventh Regiment, engineers, and other detachments were called out. He himself and his staff rushed to the scene, and a cord of fire hoses was stretched around the building.

The house was in session when the fire started at 8:50 o'clock in the beautiful library building at the north side of the Commons Building. It spread with enormous rapidity. Secretary of Agriculture Hon. Martin Burrell, who was at work in his office, had a narrow escape, and was badly burned about the face and hands.

The progress of the fire was terrifying, and it burst upon the great halls like a deluge.

Mr. Seavigny was in the Speaker's chair.

W. S. Loggie, of New Brunswick, was discussing the improvement of the Dominion fish trade. The house was silent, save for his voice.